

**DIRECT TESTIMONY**

**OF**

**GREG ROCKROHR**

SAFETY AND RELIABILITY DIVISION  
ILLINOIS COMMERCE COMMISSION

Ameren Transmission Company of Illinois

DOCKET NO. 14-0514

Petition for a Certificate of Public Convenience and Necessity, pursuant to  
Section 8-406 of the Illinois Public Utilities Act, and an Order pursuant to  
Section 8-503 of the Public Utilities Act, to Construct, Operate and  
Maintain a New High Voltage Electric Service Line in the Counties of  
Peoria and Knox, Illinois.

December 15, 2014

## Table of Contents

Introduction .....	1
Overview of ATXI's Request .....	3
Criteria for a CPCN.....	6
Criteria for an Order Pursuant to Section 8-503 of the Act .....	8
Route.....	9
Conclusion .....	14
 Attachment A	ATXI's Response to Staff DR ENG 1.05
Attachment B	Staff's First Suggested Modification to ATXI Route A
Attachment C	Staff's Second Suggested Modification to ATXI Route A
Attachment D	List of Landowners with Properties Crossed by Staff's Suggested Modifications in Attachments B and C

1 **Introduction**

2 Q. **What is your name and business address?**

3 A. My name is Greg Rockrohr. My business address is 527 East Capitol Avenue,  
4 Springfield, Illinois 62701.

5 Q. **By whom are you employed and in what capacity?**

6 A. I am employed by the Illinois Commerce Commission ("Commission") as a  
7 Senior Electrical Engineer in the Safety and Reliability Division. I review various  
8 planning and operating practices of electric utilities that operate in Illinois and  
9 provide opinions or guidance to the Commission through staff reports and  
10 testimony.

11 Q. **What is your previous work experience?**

12 A. Prior to joining the Commission Staff ("Staff") in 2001, I was an electrical  
13 engineer at Pacific Gas and Electric Company in California for approximately 18  
14 years. Prior to that, I was an electrical engineer at Northern Indiana Public  
15 Service Company for approximately 3 years. I am a registered professional  
16 engineer in the state of California.

17 Q. **What is your educational background?**

18 A. I hold a Bachelor of Science degree in Electrical Engineering from Valparaiso  
19 University. While employed in the utility industry and at the Commission, I have  
20 attended numerous classes and conferences relevant to electric utility  
21 operations.

22 Q. **What is the purpose of your testimony?**

23 A. On August 21, 2014, Ameren Transmission Company of Illinois ("ATXI") filed a  
24 petition requesting that the Commission: (i) grant it a Certificate of Public

Convenience and Necessity ("CPCN") pursuant to Section 8-406 of the Illinois Public Utilities Act ("Act") (220 ILCS 5/8-406) to (a) construct, operate, and maintain a new 345 kilo-volt ("kV") electric transmission line between the Galesburg and Peoria areas, and (b) issue an order pursuant to Section 8-503 of the Act (220 ILCS 5/8-503) authorizing or directing ATXI to construct: (i) the new 345 kV transmission line between the Galesburg and Peoria areas, (ii) a new substation in the Galesburg area (Sandburg Substation), and (iii) substation facilities in the Peoria area (at Fargo Substation). My testimony provides and explains my recommendations regarding ATXI's requests.

As the Revised Case Management Plan requires<sup>1</sup>, my direct testimony is segregated into two documents: the first, Staff Exhibit 1.0N, discusses the "need" for ATXI's proposed 345 kV transmission line, i.e., whether the project is necessary to provide adequate, reliable and efficient service to its customers or will promote the development of an effectively competitive electricity market that operates efficiently and is equitable to all customers, and is the least cost means of achieving either objective, and the second, Staff Exhibit 1.0, discusses issues other than need.

**Q. What have you concluded regarding ATXI's requests?**

A. As I discuss in Staff Exhibit 1.0N, I conclude that ATXI needs to provide additional information in order to adequately demonstrate that its proposed 345 kV transmission line is needed. In its recent decision in Docket 12-0560, the Commission approved a different transmission line proposed by Rock Island Clean Line LLC, which, after it is constructed, will likely affect power flows on

---

<sup>1</sup> Revised Case Management Plan, 3, Oct. 16, 2014.

ATXI's transmission system. I recommend that ATXI provide and explain power flow analyses that include Rock Island Clean Line LLC's approved project.<sup>2</sup> If, with the additional information that it provides, ATXI demonstrates that its proposed 345 kV transmission line is needed, then ATXI's proposed route identified as Route A, with two relatively minor modifications, appears to me to be the least-cost available route. Since ATXI's proposed 345 kV transmission line is only one component of a larger transmission project identified as MISO's MVP-16, the Commission should grant the relief ATXI seeks only with the condition that certain other related components of MISO's MVP-16 also receive Commission approval: in particular MidAmerican Energy Company's ("MEC") request for a CPCN in Docket No. 14-0494. The Commission would then ensure that ATXI only constructs its \$142 million project if the remaining segment of the 345 kV transmission line that is part of MVP-16 is also constructed.

**Overview of ATXI's Request**

**Q. What does ATXI's petition request?**

A. ATXI requests (i) an order pursuant to Section 8-503 of the Act to construct a new substation in East Galesburg (Sandburg Substation), expand an existing substation near Peoria (Fargo Substation), and to construct a new 345 kV transmission line to connect these two substations. ATXI also requests a CPCN for this proposed new 345 kV transmission line. ATXI explains that its proposed project is just one component of a larger project identified by Midcontinent Independent System Operator, Inc. ("MISO") as Multi-Value Project Number 16

---

<sup>2</sup> Staff Ex. 1.0N, 14-15.

70 (“MVP-16”).<sup>3</sup> MVP-16 is a project within both Ameren Illinois Company’s (“AIC”) 71  
72 and MEC’s service areas, and both Ameren and MEC plan to construct specific  
73 components of MVP-16. The components of MVP-16 for which Ameren and  
74 MEC individually or jointly have responsibility include the work listed below. The  
75 work for which ATXI seeks both a certificate under Section 8-406 and an order  
76 under Section 8-503 is listed in the first bullet point below and is double  
77 underlined. The work for which ATXI seeks only an order under Section 8-503 is  
78 listed in the second and third bullet points below and is single underlined. The  
79 remaining work is either the subject of MEC’s CPCN request in Docket No. 14-  
80 0494, or the utility responsible for the work (ATXI, AIC, or MEC) has determined  
that it will not seek authorization from the Commission for the work.

- 81 • Construction of a new +/-72-mile 345 kV transmission line that connects  
82 the Quad Cities area to the Peoria area via a new substation ATXI  
83 proposes in the Galesburg area (Sandburg Substation). ATXI plans to  
84 construct the southern segment, about 40 miles (this docket), and MEC  
85 plans to construct the northern segment, about 32 miles (Docket No. 14-  
86 0494).
- 87 • Construction by ATXI of a new transmission substation in East Galesburg  
88 identified as “Sandburg Substation”. This proposed substation includes  
89 installation of a new 560 MVA 345/138 kV transformer. MEC’s proposed  
90 double-circuit 345/161 kV transmission line, which is the subject of Docket  
91 No. 14-0494, is to terminate at ATXI’s proposed Sandburg Substation.

---

<sup>3</sup> ATXI Ex. 1.0 (Rev.), 2.

- 92 • Expansion by ATXI and/or AIC of AIC's existing Fargo Substation, near  
93 Peoria, where ATXI's proposed 345 kV transmission line extending south  
94 from Galesburg would terminate.
- 95 • Upgrade, relocation, and reconfiguration by ATXI and/or AIC of existing  
96 138kV facilities in the Galesburg area to integrate MEC's proposed  
97 double-circuit 345/161 kV transmission line, ATXI's proposed 345 kV  
98 transmission line, and ATXI's proposed Sandburg Substation into the  
99 existing transmission system.
- 100 • Construction of a new 161 kV line that connects the Quad Cities area to  
101 the Galesburg area. MEC is responsible for constructing a new 161 kV  
102 line to wholly replace its existing 161 kV line between the Quad Cities area  
103 and the Galesburg area. MEC plans for the new higher-capacity 161 kV  
104 line to be supported by the same steel poles that support the 345 kV line  
105 that is the subject of Docket No. 14-0494, so that the new transmission  
106 line between the Quad Cities area and the Galesburg area would be a  
107 double-circuit 345/161 kV transmission line. MEC plans to completely  
108 remove the existing 161 kV conductor, crossarms, insulators, and wooden  
109 poles when it constructs the new 345/161 kV double-circuit line on single-  
110 shaft steel poles generally along the same route as its existing 161 kV  
111 line.
- 112 • Construction of new 345 kV substation facilities by MEC at Oak Grove  
113 Substation, in the Quad Cities area.

- Replacement of existing conductor by MEC with higher capacity conductor on an existing 161 kV line connecting its Substation 56 to its Substation 85, in Iowa.

As the above list of separate components illustrate, ATXI's request in this docket does not include all of the work necessary to complete MVP-16. ATXI's petition covers only work at two substations and the southern 40 miles of the first component listed above: the new 72-mile long 345 kV transmission line between the Quad Cities area and the Peoria area. Specifically, ATXI's proposed 345 kV transmission line would be routed between ATXI's proposed Sandburg Substation, in East Galesburg, and AIC's expanded Fargo Substation, near Peoria.<sup>4</sup>

Criteria for a CPCN

**Q. What must ATXI demonstrate to the Commission prior to receiving a CPCN?**

**A.** Section 8-406(b) of the Act, in relevant part, states:

The Commission shall determine that proposed construction will promote the public convenience and necessity only if the utility demonstrates: (1) that the proposed construction is necessary to provide adequate, reliable, and efficient service to its customers and is the least-cost means of satisfying the service needs of its customers or that the proposed construction will promote the development of an effectively competitive electricity market that operates efficiently, is equitable to all customers, and is the least cost means of satisfying those objectives; (2) that the utility is capable of efficiently managing and supervising the construction process and has taken sufficient action to ensure adequate and efficient construction and supervision thereof; and (3) that the utility is capable of financing the proposed construction without significant adverse financial consequences for the utility or its customers.

---

<sup>4</sup> Petition, 1.



Though I am not an attorney, I generally understand the Act requires ATXI to demonstrate to the Commission that: (i) ATXI's proposed 345 kV line is "needed", i.e., necessary to provide reliable service to customers or will promote the development of an effectively competitive electricity market and is the least cost means of achieving either of those objectives, (ii) ATXI is capable of efficiently managing and supervising construction and has taken steps to ensure adequate and efficient supervision and construction, and (iii) ATXI can fund the proposed construction without adverse financial consequences.

**Q. Did ATXI make all of the required demonstrations required to receive a CPCN in its petition and direct testimony?**

A. No. With respect to requirement (i) above, it is my opinion that ATXI's demonstration of need should include consideration of the Commission's November 25, 2014 order that grants Rock Island Clean Line LLC a CPCN for a high-voltage DC line connecting Iowa to northeastern Illinois.<sup>5</sup> My discussion about project need is contained in ICC Staff Ex. 1.0N.

With respect to requirement (ii), ATXI witness Mr. Lucas Klein asserts that ATXI, by using Ameren Services (its affiliate) is capable of efficiently managing and supervising the construction process. Mr. Klein states that Ameren Services and its predecessors have been constructing transmission lines for decades and have managed construction involving hundreds of miles of transmission lines.<sup>6</sup>

Given ATXI's dependence upon Ameren Services, and Ameren Services' experience with similar transmission lines and projects, I have no reason to doubt

---

<sup>5</sup> Rock Island Clean Line LLC, ICC Order Docket No. 12-0560 (Nov. 25, 2014).

<sup>6</sup> ATXI Ex. 4.0, 5.

that ATXI is capable of constructing the 345 kV transmission line that is the subject of its CPCN request.

With respect to requirement (iii), ATXI witness Mr. Darrell Hughes discusses ATXI's plans for financing in ATXI Ex. 7.0. Mr. Hughes explains that Ameren Corporation will lend construction funds to ATXI under intercompany borrowing agreements that the Commission previously approved in Docket Nos. 12-0017 and 08-0174.<sup>7</sup> Mr. Hughes asserts that Ameren Corporation has adequate financial resources to fund ATXI's project. Following completion of construction, ATXI plans to use unaffiliated lenders.<sup>8</sup> Mr. Hughes testifies that ATXI can finance construction of the transmission line and substation equipment without adverse financial consequences.<sup>9</sup> I have not reviewed any information that leads me to doubt Mr. Hughes assertions, though as an engineer I lack the capability to independently verify those assertions.

Criteria for an Order Pursuant to Section 8-503 of the Act

**Q. What must ATXI demonstrate to the Commission prior to receiving an order pursuant to Section 8-503 of the Act?**

**A.** Section 8-503 of the Act, in relevant part, states:

Whenever the Commission, after a hearing, shall find that additions, extensions, repairs or improvements to, or changes in, the existing plant, equipment, apparatus, facilities or other physical property of any public utility or of any 2 or more public utilities are necessary and ought reasonably to be made or that a new structure or structures is or are necessary and should be erected, to promote the security or convenience of its employees or the public or promote the development of an effectively competitive electricity market, or in any other way to secure adequate service or facilities, the Commission shall make and serve an order authorizing or

---

<sup>7</sup> ATXI Ex. 5.0 (Public), 3-4.

<sup>8</sup> ATXI Ex. 5.0 (Public), 6-7.

<sup>9</sup> ATXI Ex. 5.0 (Public), 9.

directing that such additions, extensions, repairs, improvements or changes be made, or such structure or structures be erected at the location, in the manner and within the time specified in said order;

Though I am not an attorney, I understand that to receive an order pursuant to Section 8-503 of the Act, ATXI must demonstrate that the facilities included in its request (i) are necessary and ought reasonably to be constructed, (ii) would promote the security or convenience of ATXI's employees or the public, or (iii) would promote the development of an effectively competitive electricity market. If the utility makes one or more of these demonstrations, I understand Section 8-503 of the Act to require the Commission to issue an order authorizing or directing ATXI to construct the facilities, if so requested. ICC Staff Ex. 1.0N provides my conclusions regarding the need for ATXI's proposed 345 kV transmission line and substation additions.

**Route**

**Q. What route does ATXI propose to use for its proposed 345 kV transmission line?**

A. ATXI proposes two routes, Route A and Route B, as well as an alternative "Connector" near Peoria, which would modify the eastern end of Route A.<sup>10</sup> In ATXI Ex. 7.0, Mr. Roger Nelson states that Route A would cross 194 parcels with 145 associated landowners, and Route B would cross 242 parcels with 164 landowners. In ATXI Ex. 7.5, Mr. Nelson provides additional statistics about each of the routes that ATXI presents. ATXI states Route A would be 39.3 miles long and the associated easement area would be 714.7 acres. Route B would be 44.9 miles long and the associated easement area would be 817.4 acres.

---

<sup>10</sup> ATXI Ex. 8.0, 17; ATXI Ex. 8.1; ATXI Ex. 8.2, Appendix B.

216 ATXI Ex. 7.5 also compares the Connector to the comparable portion of Route A,  
217 and indicates that using Route A would result in a transmission line that would be  
218 1.1 miles shorter and require 18.6 fewer acres of easement area.

219 Q. **Which of the routes that ATXI presents is superior?**

220 A. Of the routes that ATXI presents, Route A, without the Connector, is superior to  
221 Route B because Route A:

- 222 • crosses 48 fewer parcels,
- 223 • involves 19 fewer landowners,
- 224 • requires 112.7 fewer acres of easement area,
- 225 • is approximately \$5.8 million less costly to construct,<sup>11</sup>
- 226 • parallels I-74, an existing road corridor that extends northwest from  
227 Peoria, for a greater distance, and<sup>12</sup>
- 228 • places the same number of residences as Route B (7) within the range of  
229 150-300 feet from the proposed route centerline.<sup>13</sup>

230 I also conclude that Route A without the Connector is superior to Route A with  
231 the Connector because Route A without the Connector would be shorter and  
232 require fewer acres of easement area (including easements in areas zoned  
233 residential).<sup>14</sup>

234 Q. **Did you conduct any inspections of ATXI's proposed routes?**

235 A. Yes. On April 30, 2014, I attended ATXI's public open house in Wyoming, which  
236 also allowed me to view portions of the routes from my vehicle. On July 22,

---

<sup>11</sup> ATXI's response to Staff DR ENG 1.05, included as Attachment A.

<sup>12</sup> ATXI Ex. 8.1.

<sup>13</sup> ATXI Ex. 8.2, Part 1, 24: ATXI indicates 7 residences would be located within the range 150-300 feet of the route centerline regardless of whether Route A or Route B were used.

<sup>14</sup> ATXI Ex. 7.5.

2014, I accompanied ATXI representatives in a helicopter to inspect each of the routes identified in ATXI's petition, including the Connector. Finally, I used ATXI Ex. 8.2, Google Maps, Bing Maps, and various counties' geographic information system ("GIS") websites<sup>15</sup> to review aerial images of properties along ATXI's proposed routes.

**Q. Following your inspections, do you wish to suggest any additional route alternatives?**

A. I suggest two modifications to ATXI's proposed Route A in Knox County, intended to reduce the impact that I perceive the transmission line would have on specific landowners.

The green dashed line shown on Attachment B illustrates my first suggested modification.<sup>16</sup> Route A, as proposed by ATXI (solid green line on Attachment B), appears to pass diagonally through the center of a parcel and tilled field that is east of, and adjacent to, a rest area along I-74. It also appears to me to be closer to a residence on that parcel than is necessary. I suggest that ATXI instead continue to parallel the edge of the I-74 right-of-way, including the right of way associated with the I-74 rest area. I recognize that additional angle structures may be required to construct this modification, and recommend that, in rebuttal testimony, ATXI provide an estimate of the additional dollar cost, if any, associated with using it.

The green dashed line shown on Attachment C illustrates my second suggested modification.<sup>17</sup> Rather than cutting across tilled fields, as ATXI's Route A does

---

<sup>15</sup> <http://www.gis2gps.com/GIS/illcounties/illcounties.html>

<sup>16</sup> Page 5 of ATXI Ex. 8.2, Appendix B, Part 2 shows the same geographic area as Attachment B.

<sup>17</sup> Pages 7-8 of ATXI Ex. 8.2, Appendix B, Part 1 show the same geographic area as Attachment C.

(solid green line), I suggest ATXI move its route further south, still on the same parcels, but parallel to the southern property lines. Again, the modification I propose affects the number and type of angle structures. It is also my understanding that placing the 345 kV line parallel to a railroad for short distance, as I suggest, may or may not result in additional costs due to the railroad's need to place additional grounding on its facilities. I recommend that ATXI, in rebuttal testimony, provide its estimate of any additional dollar cost that would result from using my suggested route modification.

Attachment D contains a list of landowners affected by my two suggested modifications to ATXI's Route A. I wish to make clear that I have not verified with any of the potentially affected landowners that they would prefer the modified Route A that I propose over ATXI's Route A: I base my suggestions only on my inspection of ATXI's proposed Route A. I encourage affected landowners to express their opinions on this matter later in this proceeding so that ATXI and the Commission can better understand their views. I did verify that all of the landowners listed in Attachment D were previously listed in ATXI Ex. 7.2. In other words, no new landowners would be affected if the two modifications to ATXI's Route A that I suggest are adopted.

**Q. Just west of the location on ATXI's proposed Route A that is shown in Attachment C, Route A continues northwesterly, cutting diagonally across many more parcels on the way to ATXI's proposed Sandburg Substation. Why do you only suggest the two modifications to Route A shown in Attachments B and C?**

282 A. I concluded that the two modifications that I suggest above would not significantly  
283 increase the length or cost of ATXI's proposed transmission line. I am simply  
284 unable to identify modifications for the remainder of Route A that I believe would  
285 not significantly increase route distance and cost. It is possible that interveners  
286 in this proceeding may identify and suggest an alternative route that I find  
287 superior to ATXI's Route A, as modified in Attachments B and C, but at this time I  
288 am unaware of any superior alternative route.

289 Q. **Is Route A, with the modifications shown in Attachments B and C, the**  
290 **least-cost route available for ATXI's proposed 345 kV line?**

291 A. I believe so. I am unaware of a shorter, more direct route that would have a  
292 lesser impact on landowners. If ATXI uses Route A, its easement will overlap the  
293 existing I-74 easement for much of its distance, reducing impacts on landowners.

294 Q. **Are you aware of any specific environmental issues associated with Route**  
295 **A that ATXI has considered, or still must consider?**

296 A. In ATXI Ex. 8.0, Mr. Matthew Koch testifies that ATXI's proposed routes are not  
297 located within one-quarter mile of any nature preserves, or land and water  
298 reserves owned or managed by the Illinois Department of Natural Resources or  
299 Illinois Nature Preserves Commission, or cross any Illinois Natural Area Inventory  
300 sites. However, ATXI's routes do cross wetlands and navigable waters, and Mr.  
301 Koch asserts that ATXI will obtain any required permits or approvals prior to  
302 construction. Mr. Koch further states that no known occurrences of federal-listed  
303 or state-listed threatened or endangered species exist within one-half mile of  
304 Route A, whereas one known state-listed species, Franklin's Ground Squirrel, is  
305 within one-half mile of Route B. ATXI states that it will continue to coordinate

with the Illinois Department of Natural Resources and conduct any necessary surveys and, if Route B is chosen, will obtain necessary permits and approvals prior to construction. Mr. Koch states that ATXI does not know whether any federally-listed species known to exist in Peoria and Knox Counties occur within close proximity to its proposed routes.<sup>18</sup> I recommend that ATXI include this important information about federally-listed species in its rebuttal testimony. Finally, ATXI learned that Route A crosses one site listed in the National Register of Historic Places, but the site is agricultural land and adjacent to an interstate highway, and Mr. Koch does not believe the presence of the site, which has already been disturbed, would prevent construction of the transmission line. Mr. Koch states that ATXI will coordinate its construction plans with the Illinois Historic Preservation Agency to obtain any necessary approvals.<sup>19</sup> In sum, ATXI commits to obtaining all required permits and approvals, and I have no reason to question that commitment.

**Conclusion**

**Q. Will you summarize your conclusions regarding ATXI's requests for a CPCN and an order pursuant to Sections 8-503 of the Act?**

A. I do not believe the Commission should grant ATXI's request for a CPCN for its proposed 345 kV transmission line, or ATXI's request for an order pursuant to Section 8-503 of the Act for its proposed 345 kV transmission line and substations, unless and/or until ATXI explains how the benefits provided by its project would be affected by completion of the Rock Island Clean Line project, which the Commission approved in Docket No. 12-0560. If ATXI successfully

---

<sup>18</sup> ATXI Ex. 8.0, 19-21; ATXI Ex. 8.3.

<sup>19</sup> ATXI Ex. 8.0, 21-22.



329 demonstrates that its proposed 345 kV line and substation facilities are  
330 necessary whether or not the Rock Island Clean Line project is constructed, then  
331 I recommend the Commission approve ATXI's request. However, since ATXI  
332 proposes to construct only the southern 40 miles of a 72-mile 345 kV  
333 transmission line between Peoria and the Quad Cities (MISO's MVP-16), the  
334 Commission's approval should be conditional: specifically, that MEC also  
335 receives approval of its request for a CPCN for the northern 32-mile segment.  
336 MEC's request for a CPCN for its segment of MVP-16 is the subject of Docket  
337 No. 14-0494.

338 Q. **Does this conclude your prepared direct testimony?**

339 A. Yes.

**Ameren Transmission Company of Illinois's  
Response to ICC Staff Data Requests  
Docket No. 14-0514**

**Petition for a Certificate of Public Convenience and Necessity, pursuant to Section 8-406 of the Illinois Public Utilities Act, and an Order pursuant to Section 8-503 of the Public Utilities Act, to Construct, Operate and Maintain a New High Voltage Electric Service Line in the Counties of Peoria and Knox, Illinois.  
Data Request Response Date: 9/24/2014**

ENG 1.05

Please provide ATXI's estimate of the proposed 345 kV transmission line cost, in dollars, if ATXI were to use Route A as shown in ATXI Ex. 8.2, except for where Route A crosses south of and parallels Hwy 74 near the west end of the project the transmission line were to instead remain north of and parallel Hwy 74, following Route B (refer to pages 1 through 3 of ATXI Ex. 8.2 Appendix B [Part 2]). Please answer this data request by providing a table similar to the table at line 184 of ATXI Ex. 4.0 with an additional entry for the combination of Route A and Route B contemplated above.

**RESPONSE**

**Prepared By: Lucas D. Klein  
Title: Project Manager  
Phone Number: 314-554-4314**

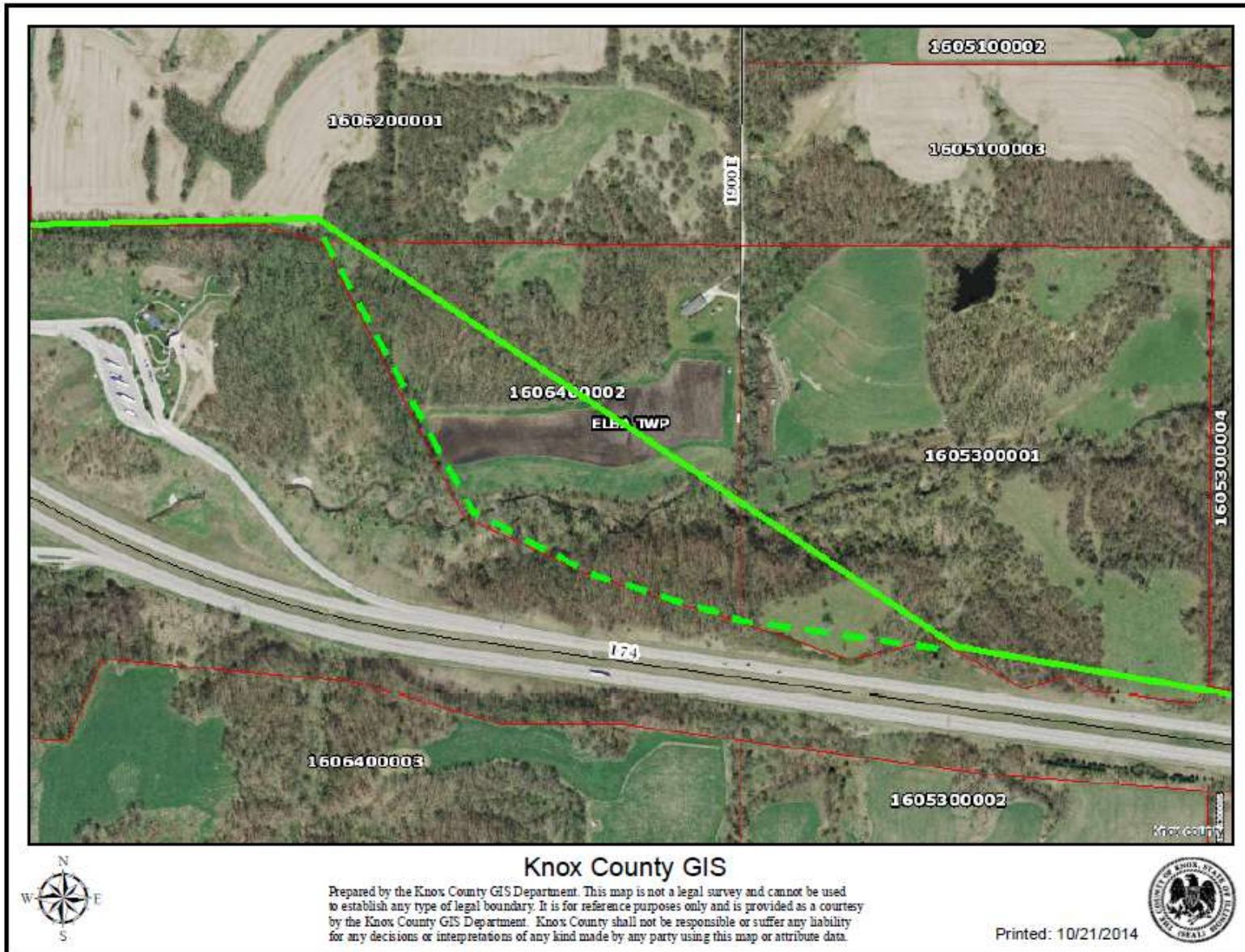
The following table lists the revised estimated costs for the Transmission Line along both Route A and Route B (ATXI's Proposed Routes), and the estimated cost for the Transmission Line per Data Request ENG 1.05.

Table 1: Transmission Line Costs

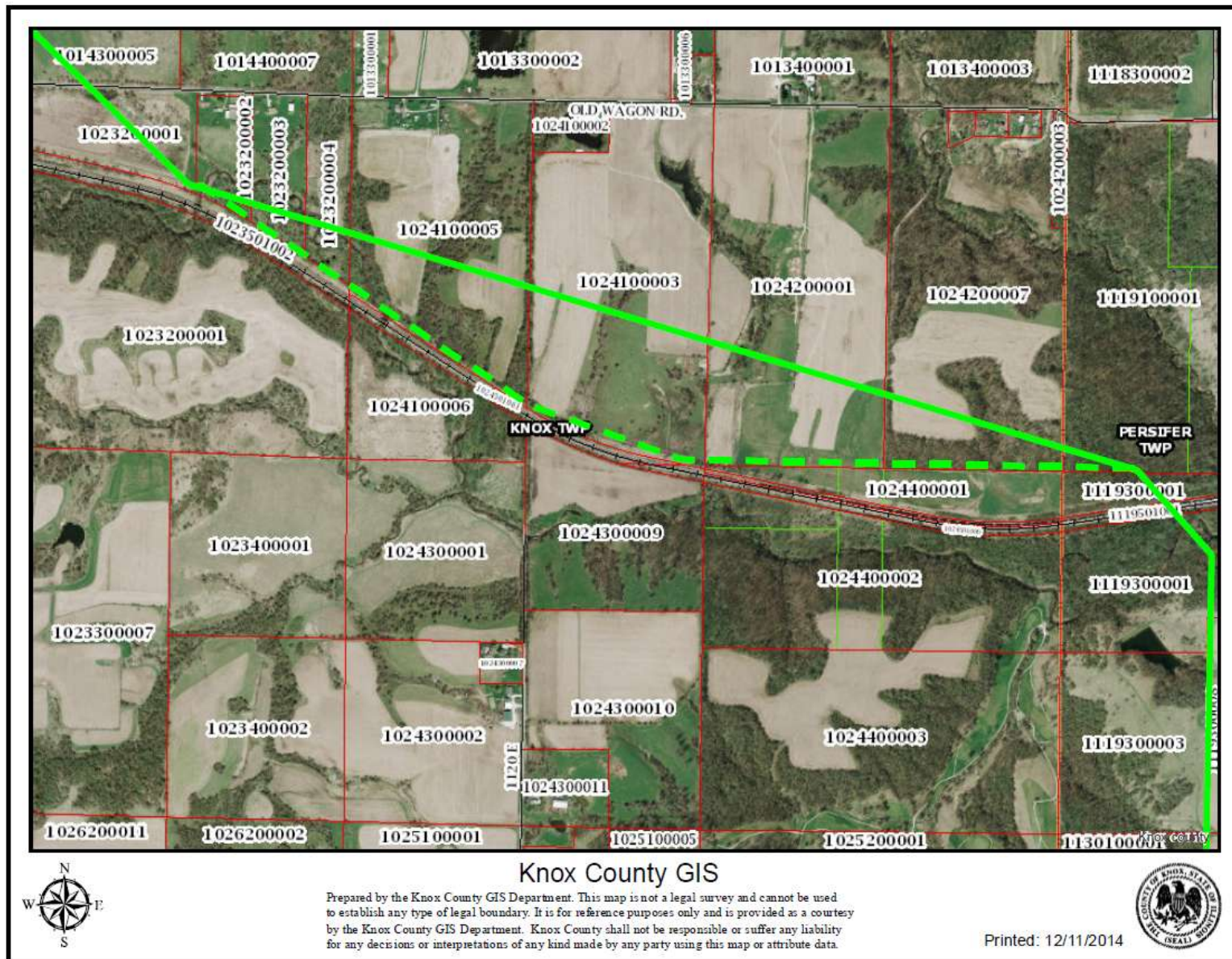
	Estimated in millions
Route A	\$92.1 million
Route B	\$97.9 million
ENG 1.05	\$91.5 million

In answering this data request, ATXI identified a few errors in ATXI's classification of right-of-way (agricultural, commercial, transitional, or residential) along the proposed routes. The right-of-way classification impacts the estimated acquisition cost for right-of-way easements, which in turn impacts the estimated costs for the Transmission Line along the proposed routes. The table in this response reflects estimated costs using the corrected right-of-way classifications for all three routes.

Also, it is important to note that ATXI recognizes that the estimated cost for the Transmission Line per Data Request ENG 1.05 is less than ATXI's preferred Proposed Route (Route A); however, ATXI intentionally selected the preferred route to be the route south of Interstate 74 in the section in question such that the route would be further away from three residences. The route south of Interstate 74 also poses less potential risk as it is parallels a pipeline for less distance.







**Properties Crossed by or Adjacent to the Dashed Route Shown on Attachment B**

<b>PIN</b>	<b>Name</b>	<b>Street Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
1606400002	Charles R. and Annette L. Zelnio	5 Colona Heights	Colona	IL	61241
1605300001	Carroll A. and Joanne M. Thomson	756 Knox Rd. 2200 E.	Yates City	IL	61572

**Properties Crossed by or Adjacent to the Dashed Route Shown on Attachment C**

<b>PIN</b>	<b>Name</b>	<b>Street Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
1023200002	Lawrence E. Johnson	1084 Old Wagon Rd.	Konxville	IL	61448
1023200003	Anthony E. and Staci L. Ward	1090 Old Wagon Rd.	Knoxville	IL	61448
1023200004	Kerry J. Mcelhiney	34263 N. Twin Bridge Ave.	Avon	IL	61415
1024100005	Harold Burmood	1110 Old Wagon Rd.	Knoxville	IL	61448
1024100003	Harold Edward and Barbara J. Breece	614 E. Jefferson St.	Macomb	IL	61455
1024200001 and 1024400001	Donald R. and Rhonda K. Trowbridge	1173 Old Wagon Rd.	Knoxville	IL	61448
1024200007	Frank W. and Kathleen M. Howard	1182 Old Wagon Rd.	Knoxville	IL	61448
1119100001 and 1119300001	Charles Joseph Goff, et al.	1249 US Hwy 150 E	Knoxville	IL	61448